

Regional Toll Advisory Committee Meeting 6

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Agenda: Regional Toll Advisory Committee

Subject	RTAC Meeting #6
Meeting Date:	Monday, April 24, 2023
Setting:	In-Person, Virtual Option (Zoom and YouTube livestream)
Location:	Billy Frank Jr. Conference Center at Ecotrust (721 NW 9 th Avenue in Portland)
Meeting Time:	9:00 am – 11:30 am

OBJECTIVES

- Gain shared understanding of how community members are helping to advance equity in toll program planning
- Provide input on screening criteria that will be used to identify public transportation projects and supportive services that complement congestion pricing on I-5 and I-205
- Provide feedback on draft framework for toll project monitoring

AGENDA

Time	Topic	Speaker
9:00 am (10 minutes)	Welcome and agenda review	David Kim, Facilitator Kris Strickler, ODOT Director and Chair
9:10 am (35 minutes)	Advancing equity for the Oregon Toll Program (Information) <ul style="list-style-type: none"> • Equity Framework • EMAC Foundational Statements • EMAC report-out • ODOT's equitable engagement tools 	James Paulson, EMAC Hannah Williams, ODOT
9:45 am (30 minutes)	Public Transportation Strategy: Initial screening criteria (Discussion) <ul style="list-style-type: none"> • Overview of purpose, goal, objectives and committee approach • Screening process and draft criteria to identify public transportation projects and supportive services that that are complementary to congestion pricing on I-5 and I-205 <p>Connects to one of RTAC's 5 key questions: <i>What partnerships and resources should ODOT and local public transportation providers pursue to make public transportation and multimodal travel a viable alternative to driving on I-5 and I-205?</i></p>	Karyn Criswell, ODOT

Meeting Agenda

RTAC Meeting #6, Monday, April 24, 2023

Time	Topic	Speaker
10:15 am (45 minutes)	<p>Toll Program Monitoring Framework (<i>Discussion</i>)</p> <ul style="list-style-type: none"> • Purpose • Diversion monitoring case study • Draft monitoring framework <p>Connects to one of RTAC's 5 key questions: <i>What partnerships should ODOT and local jurisdictions pursue for short-term and long-term monitoring of mitigation strategies to address negative impacts from diversion to low-income workers, small businesses, neighborhoods, local roads and the broader transportation system?</i></p>	Mandy Putney, ODOT Tyler Patterson, WSDOT
11:00 am (10 minutes)	<p>Public comment</p> <p><i>Meeting observers are welcome to provide comment to members of the RTAC. Comments or questions will not be responded to by RTAC members. Up to 2 minutes are allotted per person if no more than 5 people seek to present. If there are more people who want to speak, then the amount of time per person may be reduced.</i></p>	David Kim, Facilitator
11:10 am (20 minutes)	<p>Project Updates (<i>Information</i>)</p> <ul style="list-style-type: none"> • STRAC report out • Results of RMPP scoping period • Outcomes from I-205 Toll Project comment period 	Commissioner Nafisa Fai Mandy Putney, ODOT
11:30 am	Adjourn	



EMAC Recommendations

Foundational Statements

The Foundational Statements will serve as building blocks for the Equity and Mobility Advisory Committee's (EMAC) recommendations to inform commitments from ODOT and the Oregon Transportation Commission (OTC) to advance equity through the Oregon Toll Program. To provide high-level consensus, the following Foundational Statements were developed by EMAC, in partnership with ODOT staff and unanimously supported by the OTC at their November 18, 2021 meeting:

1. Provide enough investment to ensure that reliable, emissions-reducing, and a competitive range of transportation options (bike, walk, bus, carpool, vanpool, etc.) are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework communities.
2. Climate and equity needs are connected and solutions must be developed to address both at the same time. Further work needs to be done to support both congestion management and vehicle miles traveled (VMT) reduction with an emphasis on increasing functional alternatives to driving, while not increasing diversion nor heavily impacting low-income car-dependent people.
3. There must be toll-free travel options available to avoid further burdening people experiencing low-incomes who are struggling to meet basic needs (food, shelter, clothing, healthcare).
4. To the greatest degree possible, investments that are necessary to advance equity must be delivered at the same time as highway investments and be in place on day 1 of tolling or before. Additional work needs to be completed to identify these investments.
5. Tolling must be a user-friendly system that is clear and easy to use by people of all backgrounds and abilities, including linguistic diversity, and those without internet access.
6. Equitable benefits that are offered in Oregon must extend into Southwest Washington.
7. Although the toll projects will have a statewide impact, they must be developed in coordination with regional partners to build an equitable and successful transportation system, together.

Public Transportation Strategy RTAC Update

April 2023

This document presents the agreed-upon Purpose, Goal and Objectives of the Public Transportation Strategy (Strategy), a description of the committee approach, a summary of tasks, the schedule to achieve the Strategy, and the draft Strategy screening criteria questions.

Purpose, Goal, and Objectives

The Strategy Purpose, Goal and Objectives were established with regional partners by consensus at meetings held on December 22, 2022, and February 1, 2023.ⁱ The PMG made minor adjustments to the Key Definitions during their first PMG meeting held on March 10, 2023.

Purpose

Establish an equitable Public Transportation Strategy for the Portland Metropolitan and SW Washington area that is developed by regional partners and ODOT. The Strategy will identify near- and long-term public transportation projects and supportive services that are complementary to a congestion pricing system on I-5 and I-205.

Goal

Increase public transportation options other than driving alone on or near tolled highways while advancing a more equitable and climate-friendly transportation system to help meet regional and state policy goals.

Objectives

- Collaborate to increase availability of public transportation options other than driving alone on or near tolled highways, especially for historically and currently excluded and underserved communities.
- Identify public transportation projects and supportive services that will facilitate a shift to higher occupancy vehicles with consideration to local needs.
- Identify potential funding sources and lead agencies.

Definitions

To provide clarity to the Strategy Purpose, Goal, and Objectives, the following definitions were developed:

- **Public transportation projects** include any project type that supports planning, development, and operation of fixed route service. Examples include fixed-route bus, light rail transit, bus rapid transit, and other forms of high-capacity transit.
- **Public transportation supportive services** include any programmatic elements that facilitates a shift to higher occupancy vehicles and/or provides transportation options where fixed route does not exist. Examples of supportive services could include ridesharing, vanpools, deviated fixed route service, local shuttles, park and rides, and mobility hubs.

- **Complementary public transportation projects and supportive services** are those that provide public transportation options for people who would otherwise drive alone on or near priced highways to get to their destination. The Regional Mobility Pricing Project (RMPP) proposes to use congestion pricing to manage travel demand and traffic congestion on I-5 and I-205 in the Portland metropolitan region. During the RMPP NEPA process, if a significant adverse impact is identified resulting from the RMPP, then ODOT will engage partners to identify appropriate mitigations. Mitigation measures for significant impacts that result from the RMPP could include public transportation projects or supportive services identified in the Strategy. More information about project mitigations can be found here: https://www.environment.fhwa.dot.gov/nepa/trans_decisionmaking.aspx

To provide further clarity for the Strategy effort, elements that will not be under consideration are described below.

- Projects and supportive services that cannot reasonably demonstrate they would be complementary to or have a connection to a congestion pricing system on I-5 and I-205.
- Bike and pedestrian infrastructure projects that are not included in a larger public transit corridor infrastructure project.

Committee Approach

The committee approach and structure to develop the Strategy was determined through conversations and agreement with regional partners during meetings held on December 22, 2022, and February 1, 2023, and includes a Project Management Group (PMG) and a Workgroup.

Project Management Group

Members

The members of the PMG were selected through discussion with partner agencies. Agencies and/or organizations will select their own representative. PMG representation includes Clackamas County, City of Portland, C-TRAN, Metro, ODOT, TriMet, Washington County.

Roles and Responsibilities

The PMG's roles and responsibilities are the following:

- Inform and provide guidance on the overall workplan to develop the Strategy.
- Review and provide input on the agendas and materials for Workgroup meetings.
- Provide oversight on the development and implementation of the engagement plan for community-based organizations and other stakeholders.
- Support the Workgroup to reach consensus.

Workgroup

Members

The members of the Workgroup were selected through discussion with partner agencies. Workgroup representation includes Canby Area Transit, City of Portland, City of Vancouver, Clackamas County, C-TRAN, Interstate Bridge Replacement, Metro, ODOT, Ride Connection, SMART, SCTD, SW WA RTC, TriMet, Washington County.

Roles and Responsibilities

The Workgroup's roles and responsibilities are the following:

- Review, provide input, and reach agreement on the screening criteria.
- Apply the screening criteria to develop the initial project list and identify projects and supportive services for the Strategy.
- Develop the initial project list comprised of short-term and long-term projects and supportive services.
- Review, provide input, and reach agreement on the development and implementation of the engagement plan for community-based organizations and other stakeholders.
- Review and provide input on the suite of funding options and financing strategies to be considered generally and by project or service.

Strategy Tasks

The Strategy will be developed through five major tasks. The first task, establish the Purpose, Goal and Objectives of the Strategy as described above, is complete. The remaining tasks include identifying a comprehensive list of potential funding sources; develop the list of public transportation projects and supportive services; establish an engagement approach for the Strategy, and gain agreement and endorsement of the Strategy. These are described further below.

Funding Options White Paper

A funding options white paper will be prepared with input from the Workgroup that identifies potential funding sources (federal, state, regional, and local) for public transportation projects in the greater Portland metropolitan region including Southwest Washington. This will help inform regional discussions around the implementation of the Strategy.

Strategy List Development

Workgroup participants will work together to develop the Strategy project and supportive services list comprised of short-term and long-term public transportation projects and supportive services. The proposed approach to developing the Strategy list includes:

- Collaboratively develop screening criteria to determine the set of public transportation projects and supportive services that best meet the Strategy purpose, goal, and objectives.
- Partners submit initial public transportation projects and supportive services using the screening criteria as a guide.
- Workgroup use screening criteria to review, discuss, and narrow the proposed list of public transportation projects and supportive services to include in the Strategy.
- Projects/supportive services will be organized into two categories:
 - Short-term 5-year investment priorities (2025-2030)
 - Long-term investment priorities (2031+)
- The Workgroup will discuss and identify those that should be prioritized with the implementation of tolling. The prioritization shall take into account the timing of the proposed toll projects.
- Present the Strategy project selection criteria and public transportation project and supportive services list to RTAC and other regional committees to keep them updated on status.

- Seek RTAC endorsement of the Strategy at their October 2023 meeting.
- Bring Strategy to OTC; a future phase of the Strategy that would include a funding plan may require more engagement of the OTC.

Engagement Approach and Implementation

The Strategy engagement approach will be developed collaboratively with PMG. After the approach is agreed upon, regional partner agencies or public transportation providers with a role in the engagement approach agree to develop and implement the agreed upon engagement plan.

The following guiding assumptions about engagement for this scope of work were developed with PMG on March 27, 2023.

- Most, if not all, identified projects and supportive services will have been vetted through an engagement process prior to Strategy list inclusion.
- For new or modified projects and supportive services, proposing agencies will complete an engagement process, if required. Required engagement does not necessarily have to be completed before proposing the project as part of this Strategy.
- The Regional Tolling Advisory Committee will provide touchpoints of input and Strategy endorsement.
- PMG/Workgroup participants agree to keep their agency's governing bodies engaged during Strategy development and, after endorsement, take action to incorporate projects into adopted plans, as appropriate, within existing processes.
- Identified existing groups with an advisory role on the Regional Mobility Pricing Project and I-205 Toll Project will be provided updates and/or opportunities to provide input to the Strategy.

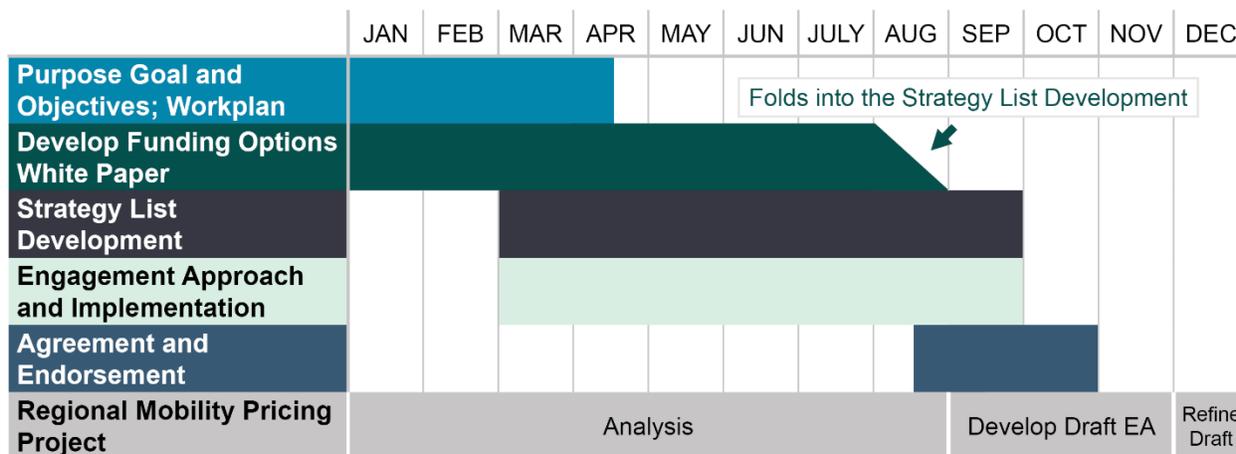
The PMG will revisit this approach after projects/supportive services are submitted for the initial screening.

Agreement and Endorsement

Workgroup participants will work together to:

- Finalize the Public Transportation Strategy document.
- Update the [2022 Urban Mobility Strategy Map](#) with Partner Projects.
- Regionally collaborate to implement the Strategy.

Figure 1. Public Transportation Strategy Workplan Schedule



Draft Screening Criteria and Strategy List Selection Process

The screening criteria will guide regional partners in determining the set of public transportation projects and supportive services that best meet the Strategy purpose, goal, and objectives.

Provided in Table 1, below, are **draft** screening criteria developed as a conversation starter with the PMG and Workgroup. Table 2, below, reflects current discussions with the PMG for identifying public transportation investments in the short-term 5-year investment priorities and long-term investment priorities beyond 2031. The Workgroup will review and provide initial comments on April 14, 2023.

The PMG identified the following key issues to continue discussing as the **draft** screening criteria and questions are further developed. These key issues will be discussed at the Workgroup and PMG meetings in April and May 2023.

- Establish common understanding for the term “on or near” priced highways:
 - Define it as a “corridor”, vs.
 - Identify common origin/destination pairs for travelers who would normally drive alone ON the priced highway.
- Determine if the Strategy should consider projects/supportive services within defined geographic segments
- Identify preferred analysis tool to assess equity criteria
- Define access to opportunity
- Determine if the screening criteria should be weighted

Table 1: Screening Criteria

Evaluation Categories	Screening Questions
Project Type	<p>Project must address at least one of the following to receive a “Pass” score:</p> <ol style="list-style-type: none"> 1. Does the project/supportive service support planning, development, and operation of a fixed route service? Examples include fixed-route bus, light-rail transit, bus rapid transit, and other forms of high-capacity transit. 2. Does the project/supportive service include programmatic elements that facilitate a shift to higher occupancy vehicles and/or provide transportation options where a fixed route option does not exist? Examples of supportive services could include ridesharing, vanpools, deviated fixed route service, local shuttles, park and rides, and mobility hubs.
Relationship to congestion pricing	<p>Project must address one of the following to receive a “Pass” score. If the project addresses two or more questions, it will receive a High Pass score.</p> <ol style="list-style-type: none"> 1. Does the project/supportive service provide a public transportation option for people who would otherwise drive alone on or near tolled highways to get to their destination? 2. Does the project/supportive service address systemwide transit service gaps (coverage, connectivity, frequency, span, reliability) in the public transportation system on or near tolled highways? 3. Does the project/supportive service include a connection and/or feed into another transit service that is on or near tolled highways?
Equity	<p>Project must address one of the following to receive a “Pass” score. If a project addresses two or more questions, it will receive a High Pass score.</p> <ol style="list-style-type: none"> 1. Does the project/supportive service serve historically and currently underrepresented and under-served communities? 2. Does the project/supportive service address transportation-related disparities and barriers experienced by historically and currently underrepresented and under-served communities? 3. Does the project/supportive service provide access to opportunity for historically and currently underrepresented and underserved communities?

Table 2: Project and Supportive Service Prioritization Process

Evaluation Categories	Screening Questions
<p>Is the project or service listed on a planned or adopted local, regional, and/or state plan?</p>	<p>The following questions are to understand the project status and not exclude the project from being on the Strategy project/service list.</p> <ol style="list-style-type: none"> 1. Is the project on the 2018 Regional Transportation Plan (RTP) list? 2. Was the project submitted for inclusion on the 2023 RTP update list? 3. What other adopted local, regional, and state plans or strategies is the project listed on? 4. If the project is not on a planned, or adopted local, regional and/or state plan, please provide additional information on the project development process. Examples include <ul style="list-style-type: none"> • What plans, policies or strategies is the project anticipated to be listed on in the future? • Is the project a response to a policy, strategy, and/or plan?
<p>Readiness</p>	<p>Please indicate the status of the phase initiated, in process, or completed below.</p> <p>Early planning studies</p> <ul style="list-style-type: none"> - Initiated - In process - Completed <p>Environmental clearance process (if needed)</p> <ul style="list-style-type: none"> - Initiated - In process - Completed <p>Public engagement (additional information requested in the engagement category below)</p> <ul style="list-style-type: none"> - Initiated - In process - Completed <p>Design and implementation phase</p> <ul style="list-style-type: none"> - Initiated - In process - Completed <p>Funding</p> <ul style="list-style-type: none"> - No funding - Some funds programmed - Fully funded
<p>Timeline</p>	<p>The project/service is needed to be operating in the:</p> <ul style="list-style-type: none"> - Short-term (2023 to 2030) - Long-term (2031-2045)
<p>Phasing</p>	<p>Are their elements of the project or service that should or could be prioritized or moved ahead immediately or with the start of congestion pricing?</p>
<p>Engagement</p>	<p>It is ultimately the responsibility of the proposing agency to conduct the public engagement required to vet a particular project/supportive service.</p> <ol style="list-style-type: none"> 1. What engagement has been/will be conducted with agency boards, commissions, other stakeholders and or public for the project/supportive service?

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Participating Regional Partners Agencies
Canby Area Transit
City of Portland
City of Vancouver
City of Wilsonville – SMART
Clackamas County
C-TRAN
Multnomah County
Oregon Department of Transportation
Oregon Metro
Ride Connection
South Clackamas Transportation District
Southwestern Washington Regional Transportation Council
TriMet
Washington County
Washington Department of Transportation

DRAFT

Memorandum

Date	April 17, 2023
To	Regional Toll Advisory Committee
From	Oregon Toll Program team
Subject	Developing a Toll Program Monitoring Framework

Overview

The Oregon Department of Transportation (ODOT) is coordinating with multiple workgroups and local agency staff to develop a monitoring framework for the Oregon Toll Program. This framework will establish a process to routinely monitor and assess changes in traffic and safety patterns due to the effects of tolling at various time scales (e.g., hourly, weekly, monthly) and by mode. While the National Environmental Policy Act (NEPA) process seeks to predict effects, monitoring allows for continued evaluation of, and response to, toll program performance.

ODOT is required to mitigate significant negative impacts from the project. Monitoring is required to establish future mitigation needs, especially if they emerge in later years. ODOT will pay proportionate mitigation costs when the project is partly or fully responsible for the impact. In locations where an impact occurs in the future with or without the project, the project is not fully responsible for the impact.

Partner Coordination

Developing a monitoring framework will require collaboration with partner agencies to achieve a comprehensive understanding of traffic changes and ensure that additional impacts are not realized after project implementation. ODOT proposes to convene several workgroups to ensure regional collaboration on the monitoring effort. Each workgroup will have a specific focus and objective (detailed below).

Transportation Agency Communication Workgroup

- Coordinate messaging and address communication gaps, internal and external
- *Composed of communication managers*

Transportation Agency Executive Workgroup

- Coordination between project area agencies
- Provide direction as needed
- *Composed of agency leadership*

Transportation Agency Operations & Performance Workgroup

- Respond to unplanned high impact mobility issues
- Coordinate for planned system impacts
- *Composed of operations staff and emergency responders*

Transportation Agency Senior Staff Workgroup

- Identify and resolve issues where impacts are in a limited area but rapid response is essential
- Provide situational updates to executive group
- *Composed of workgroup leads and agency senior staff*

The timelines for regular meetings of these groups have not yet been determined but are expected to begin in Fall 2023. These workgroups would include both ODOT and local agency staff, and will focus on objectives related to communication, operations and performance, agency coordination, and issue

identification and resolution. ODOT will also coordinate with workgroups to identify locations (key routes) to monitor.

Data Collection and Reporting

The data collection process will be central to the monitoring framework.

Key Elements to Monitor

- **Traffic Operations:** The project team will monitor traffic operations on tolled facilities as well as on pre-selected diversion routes within the Area of Potential Impact (API) that meet certain criteria.
- **Transit Ridership and Routes:** Route changes (planned and unplanned), travel time changes, and ridership changes will be monitored to gauge the impact of the toll project on transit.
- **Safety:** ODOT will compare existing, predicted, and future crashes as well as evaluate crash types and trends.

To accurately gauge the impacts of tolling in the affected area, the following baselines will be identified:

- Pre-tolling reports
- Active tolling reports
- Seasonal factors that could impact patterns (e.g., weather, holidays, sports games, school holidays)

Data collection will reflect these baselines but can be adjusted to consider current needs and contexts. The following are key steps in the data collection process:

- Identify data collection milestones (e.g., X months prior to tolling, Day 1 of tolling, X weeks/months after tolling begins)
- Identify data collection tools and agency responsible
- Determine frequency of data collection (e.g., hourly, daily, weekly) for each type of data collected (e.g., automobile traffic, transit ridership, pedestrian/bicyclist injuries)
- Frequency of data collection will vary based on type of data
- Identify geographic locations for data collection (key points/segments of interest)

Data comparability and validity will vary. Some data is highly sensitive to the period in which it is collected. For instance, while comparing July traffic from one year to the next is appropriate, comparing traffic across seasons, such as July to October, is not. Data validity may be affected by construction projects, significant detours elsewhere, major events, maintenance projects, and other factors.

Frequency of reporting and some metrics will be reported according to established traffic engineering best management practices. ODOT has limited labor and technical ability to collect daily data on non-ODOT facilities, which reinforces the importance of regional partnerships for this effort.

Potential Metrics

Monitoring metrics will be selected to measure concerns expressed by partners. The following metrics may be used to both collect data and to assess changes in traffic and safety patterns:

- Vehicle speed, volumes, and travel times (separated by road classification)
- Transit speed and ridership
- Bicycle ridership
- Crashes, injuries, and fatalities (total and pedestrian/bicyclist)
- Intersection/segment performance including, but not limited to:
 - Volume to capacity ratio
 - Level of service
- Events and incidents

Next Steps

Many elements of this framework are still under development and will require further coordination within ODOT and with regional partners through the C4 I-205 Tolling Diversion Subcommittee, workgroups, and the Regional Toll Advisory Committee (RTAC). ODOT aims to obtain regional concurrence on tracked metrics and frequency, metrics and thresholds for adjustments to planned mitigation, as well as identify unanticipated locations requiring mitigation. Once partner feedback has been incorporated and the monitoring framework has been completed, ODOT will begin monitoring for baseline conditions approximately 12 months before tolling comes online.

I-205 Toll Project: Summary of Notification and Engagement Activities for Comment Period

Draft: April 17, 2023

Overview

The I-205 Toll Project Environmental Assessment was published Feb. 21, 2023, launching a comment period that ends April 21, 2023.

The I-205 Toll Project Environmental Assessment engagement strategy was based on refocusing the scope of traditional engagement to go beyond traditional engagement tactics to instead try and meet people where they are. Rather than ask people to come to ODOT, project staff members are going to them – at grocery stores and other community gathering places, via social media, through multi-lingual networks directed by community engagement liaisons, and via earned and paid media.

Below is a summary of notification tools and engagement activities used to inform community members about the EA document and opportunities to comment and interact with the project team. As of Monday, April 17, 2023, approximately 1,800 comment submittals have been received.

Notification tools

The I-205 Toll Project team used the following notification tools to share information about the I-205 Toll Project EA, comment period, and engagement activities.

Notification tool	Distribution date	Reach
Stakeholder email: Pre-publication preview alert, with request to share with networks	Friday, Feb. 10	Elected officials Participating agencies Local jurisdiction staff EMAC members RTAC members Tribes <i>Approximately 290 recipients</i>
Stakeholder email: Alert of document publication and available engagement opportunities, with request to share with networks (including webinar, virtual public hearing, in-person comment opportunity, and in-person tabling events)	Tuesday, Feb. 21	Elected officials Participating agencies Local jurisdiction staff EMAC members RTAC members STRAC members Tribes Community Based Organizations <i>Approximately 590 recipients</i>

Notification tool	Distribution date	Reach
<p>Stakeholder email: Comment extension alert, extending comment period from April 7 to April 21</p> <p>Email included a toolkit of materials, including fact sheet, flyer and postcard</p>	Wednesday, March 1	Elected officials Participating agencies Local jurisdiction staff EMAC members RTAC members STRAC members Tribes Community Based Organizations <i>Approximately 590 recipients</i>
<p>Reminder email</p>	Monday, April 10	Elected officials Participating agencies Local jurisdiction staff EMAC members RTAC members STRAC members Tribes Community Based Organizations <i>Approximately 590 recipients</i>
<p>Project Update: EA publication alert</p>	Tuesday, Feb. 23	Approximately 10,000 Oregon Toll Program mailing list recipients
<p>Project Update: Reminder email</p>	Friday, April 7	Approximately 10,000 Oregon Toll Program mailing list recipients
<p>UMS Newsletter: Pre-publication preview alert</p>	Friday, Feb. 10	Approximately 10,000 newsletter recipients
<p>UMS Newsletter: Comment extension alert</p>	Thursday, March 9	Approximately 10,000 newsletter recipients
<p>UMS Newsletter: Reminder of comment period close</p>	Monday, April 17	Approximately 10,000 newsletter recipients
<p>Press release: Document publication alert and notification of available engagement opportunities</p>	Tuesday, Feb. 21	Release sent to about 5,900 contacts, including local television, print and radio news media
<p>Press alert: Reminder notification</p>	Friday, April 7	Alert sent to about 5,900 contacts, including local television, print and radio news media
<p>Media background briefing: Review of EA findings, opportunities to comment, and available engagement opportunities</p>	Tuesday, Feb. 21	Attended by 5 news outlets. Invitations sent to 60 local television, print and radio news media.

Notification tool	Distribution date	Reach
ODOT social media stories (Facebook, Twitter, Instagram, LinkedIn)	Feb. 21: Announcement Feb. 27: Link to project videos March 10: Reminder of March 14 and March 17 webinars	88,972 impressions 963 engagements 268 link clicks 57 comments 40 shares 112 reactions 216 incoming messages <i>(Data current as of April 7, 2023)</i>
Paid media ads. Print and digital ads published in the following local media: <ul style="list-style-type: none"> - Clackamas/Oregon City News - Lake Oswego Review - West Linn Tidings - The Times (Beaverton/Tigard/Tualatin) - Canby Herald - Portland Tribune - The Skanner - Portland Observer - The Oregonian - El Latino de Hoy weekly - The Asian Reporter 	Feb. 22 through March 10	Circulation ranges from 7,000 and 142,000 per publication
Earned media	Feb. 21 through April 5	13 stories in local media about the I-205 Toll Project and EA
Partner and community notifications (newsletters, websites, social media channels)	Throughout	TBD

Outreach Activities

The I-205 Toll Project team used the following outreach activities to share information about the I-205 Toll Project EA content, comment period, and to collect feedback.

Activity	Date(s)	Reach
Community based organization discussion group. Presentation and discussion group with representatives from local community based organizations	March 23	13 CBO representatives

Activity	Date(s)	Reach
Public webinars. Information sessions and question & answer opportunity hosted virtually.	March 14, 6-7:30 PM	Public webinars. Information sessions and question & answer opportunity hosted virtually.
In-person tabling events. Project staff planned tabling sessions at local community gathering places to share information about the project, direct people to upcoming events, and to collect comments. In-person locations were identified prioritizing concentrations of equity framework communities based on the EA environmental justice area of potential impact. Two events were held with ODOT open houses on the Statewide Transportation Improvement Program	March 14: Oregon City Fred Meyer March 31: Oregon City Grocery Outlet April 3: Clackamas County Development Services Building April 5: Tualatin Public Library April 7: Beaverton City Library April 12: West Linn Adult Community Center April 13: Gladstone Community Center	Approximately 10-15 attendees engaged at each session
Community Engagement Liaison discussion group. In-language briefings, Q&A sessions and comment opportunities with multi-lingual and equity framework community groups	April 5: Vietnamese April 6: Russian April 8: People living with disabilities April 10: Chinese April 13: Spanish April 14: BIPOC April 20: Native American	Up to 20 attendees per discussion group
Virtual public hearing. Verbal comment opportunity for attendees to share comments to a court reporter for inclusion to the EA	April 4, 3-6 PM	Approximately 150 virtual attendees
In-person comment opportunity. Additional verbal comment opportunity hosted in-person for attendees to share comments to a court reporter for inclusion to the EA	April 4, 3-6 PM	Approximately 20 attendees

Activity	Date(s)	Reach
Agency and community briefings	February 15: Clackamas County Coordinating Committee Diversion Subcommittee February 22: Happy Valley Business Alliance March 2: Clackamas County Coordinating Committee March 7: Lake Oswego City Council March 8: Clackamas County Commission March 1: Achieve Coalition March 15: Clackamas County Coordinating Committee Diversion Subcommittee April 3: West Linn City Council April 4: Clackamas Pedestrian and Bikeways Advisory Committee April 6: Washington County Coordinating Committee Transportation Advisory Committee April 11: Stafford-Tualatin Community Planning Organization	13-35 attendees at each briefing; several recorded and/or livestreamed.
Project Advisory Committees: Announcements and briefings about the EA and comment period.	January 23: RTAC announcement of upcoming period February 27: RTAC February 1: EMAC announcement of upcoming period March 21: EMAC subcommittee April 5: EMAC February 24: STRAC March 24: STRAC	About 15 – 25 members per committee; full committee meetings accessible and recorded for public viewing.
Business district canvassing Project staff shared postcards and flyers with local businesses in West Linn, Oregon City, Canby and Tualatin.	Mid-April	About 50 businesses reached at each location.

Informational Materials

The I-205 Toll Project team used the following informational tools to share information about the I-205 Toll Project EA content, comment period, and engagement opportunities.

Informational material	Date	Reach
<p>Project website updates: Project information details and information about engagement opportunities were shared on the following pages:</p> <ul style="list-style-type: none"> - I-205 Toll Project website - I-205 EA web page - I-205 Resource Library - I-205 Interactive Map - I-205 Comment Form (English, Spanish, Russian, Chinese, Vietnamese) 	<p>Tuesday, Feb. 21</p>	<ul style="list-style-type: none"> - 4,000 unique visitors to the I-205 Toll Project website - 2,300 unique visitors to the I-205 Toll Project Environmental Assessment website
<p>Project videos: Informational videos about the I-205 Toll Project published to YouTube about the following topics:</p> <ul style="list-style-type: none"> - EA Overview - How to comment - Air Quality, Climate and Noise - Economics - Environmental Justice and Equity - Transportation - Transportation Technical Report <p>Subtitles available in English, Spanish, Russian, Chinese, Vietnamese</p>	<p>Tuesday, Feb. 21</p>	<p>Approximately 1,400 total views of 7 videos</p>
<p>Printed materials: Project information, key engagement dates, and QR code for additional information shared in:</p> <ul style="list-style-type: none"> - 8-page project fact sheet - Project flyer - Project postcard <p>Each document available in English, Spanish, Russian, Chinese, Vietnamese)</p>	<p>Tuesday, Feb. 21</p>	<p>Materials shared at in-person events and attached to notification emails; postcard shared during business district canvassing.</p>

Memorandum

Date	April 17, 2023
To	Kris Strickler, ODOT Director and RTAC Committee Chair
From	David Kim, RTAC Facilitator
Subject	Memo 1: RTAC feedback on reducing the implementation gap

As described in the draft charter, the Regional Toll Advisory Committee’s role is to advise in developing toll projects being planned for the Portland metropolitan area. The Committee’s work centers on providing feedback and recommendations to you, as the ODOT Director, on an ongoing basis consistent with the project development schedule.

This memorandum summarizes the committee’s deliberations and discussion related one of five key questions:

What opportunities exist to accelerate the schedule for delivery of the Regional Mobility Pricing Project to reduce the implementation gap between RMPP and the I-205 Toll Project?

1 Information considered

This key question was identified for the RTAC’s consideration during discussions in early 2022 between ODOT, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to adopt an amendment to the Regional Transportation Plan to add the I-205 Toll Project. There was a recognition among the parties of the need for regional commitment and partnership to both accelerate the RMPP schedule and fully integrate I-205 Tolling with the Regional Mobility Pricing Project. Among the underlying concerns and opportunities is the need to manage diversion from I-205 to I-5 and create a regional toll system to manage congestion.

At the December 5, 2022, January 23, 2023, and February 27, 2023, meetings, the RTAC discussed potential strategies and opportunities for project integration and RMPP acceleration. The following information was considered.

2017 Legislative Direction: In 2017, ODOT was directed via a budget note to use toll revenue to fund planned improvements on I-205 between Stafford Road and Abernethy Bridge.

2021 Legislative Direction and Construction Schedule: In 2021, state law was changed to provide financing flexibility to initiate construction on I-205 improvements at the Abernethy Bridge with the understanding that toll revenue could be used to pay back interim financing, pending completion of the National Environmental Policy Act process and establishment of a toll program. ODOT has researched additional funding options and determined that Phase II of the improvements will not occur without toll revenue as no additional revenue sources have been secured. Currently, the I-205 tolling timeframe is not

Memo 1: RTAC feedback on reducing the implementation gap / April 17, 2023

as flexible as RMPP because it is directly tied to construction of creating an earthquake ready corridor. Integration of the two toll projects can occur with RMPP schedule acceleration opportunities.

Critical Path Milestones: Two critical path milestones exist for RMPP to move the project ahead:

- *RMPP environmental decision under the National Environmental Policy Act:* The current schedule has a draft Environmental Assessment available for stakeholder review and comment in fall 2023 and an updated EA and final environmental decision in summer 2024.
- *Final Cooperative Agreement between US Dept of Transportation and ODOT:* An agreement under the Value Pricing Pilot Program is needed before RMPP may move ahead. Currently, it is slated for completion in quarter 4 of 2024. ODOT has previously planned up to a year to develop this agreement after completion of the NEPA process. More recently, ODOT has learned the Cooperative Agreement can be developed in parallel with the NEPA document.

2 Committee feedback

The Committee discussed the following strategies for reducing the implementation gap and did not disagree with the ideas identified by staff:

Complete Regional Mobility Pricing Project environmental analysis (NEPA) on schedule and with regional support.

NEPA analyses can become delayed for a variety of reasons. With regional partnership and collaboration during the environmental review, including development of any associated monitoring and mitigation plans, the process will remain on schedule. Work has already occurred to engage partners early on the Purpose and Need Statement and Proposed Action. Additionally, the RMPP environmental process needs to:

- include other toll projects in the analysis,
- analyze the effects of rerouting between the I-205 and I-5 corridors, and
- intentionally implement equitable engagement activities to receive input as the project is designed.

Seek concurrent U.S. Department of Transportation approval of cooperative agreement with NEPA process.

ODOT should take advantage of the opportunity to reduce the implementation schedule by pursuing concurrent development and approval of the cooperative agreement with completion of the NEPA process. The goal would be to receive approval of the agreement close to quarter 2 of 2024. In addition, ODOT should seek regional partner agencies' active support for the draft agreement to increase visibility of the need for timely USDOT approval.

Create policy alignment to support on-schedule approval of toll projects and funding in the Regional Transportation Plan and Metropolitan Transportation Improvement Plan

Memorandum

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Large transportation projects must be included in the Regional Transportation Plan. Currently, neither the RMPP nor the construction phase of the I-205 Toll Project are in the RTP and both toll projects require additional approvals for funding as part of the Metropolitan Transportation Improvement Plan. Similar to NEPA collaboration and support of the cooperative agreement, regional agency partners can assist ODOT to create policy alignment through the 2023 RTP and future MTIP approval, both anticipated in November 2023. ODOT and JPACT agencies should work in partnership in 2023 with the toll project implementation schedule at the forefront.

Earlier this year, the Oregon Transportation Commission adopted an amendment to the toll policies in the Oregon Transportation Plan that reflect feedback from regional agency partners with a goal of state and regional policy alignment.

Support investigation of alternate revenue sources to fund the I-205 Improvements Project before Regional Mobility Pricing Project comes online.

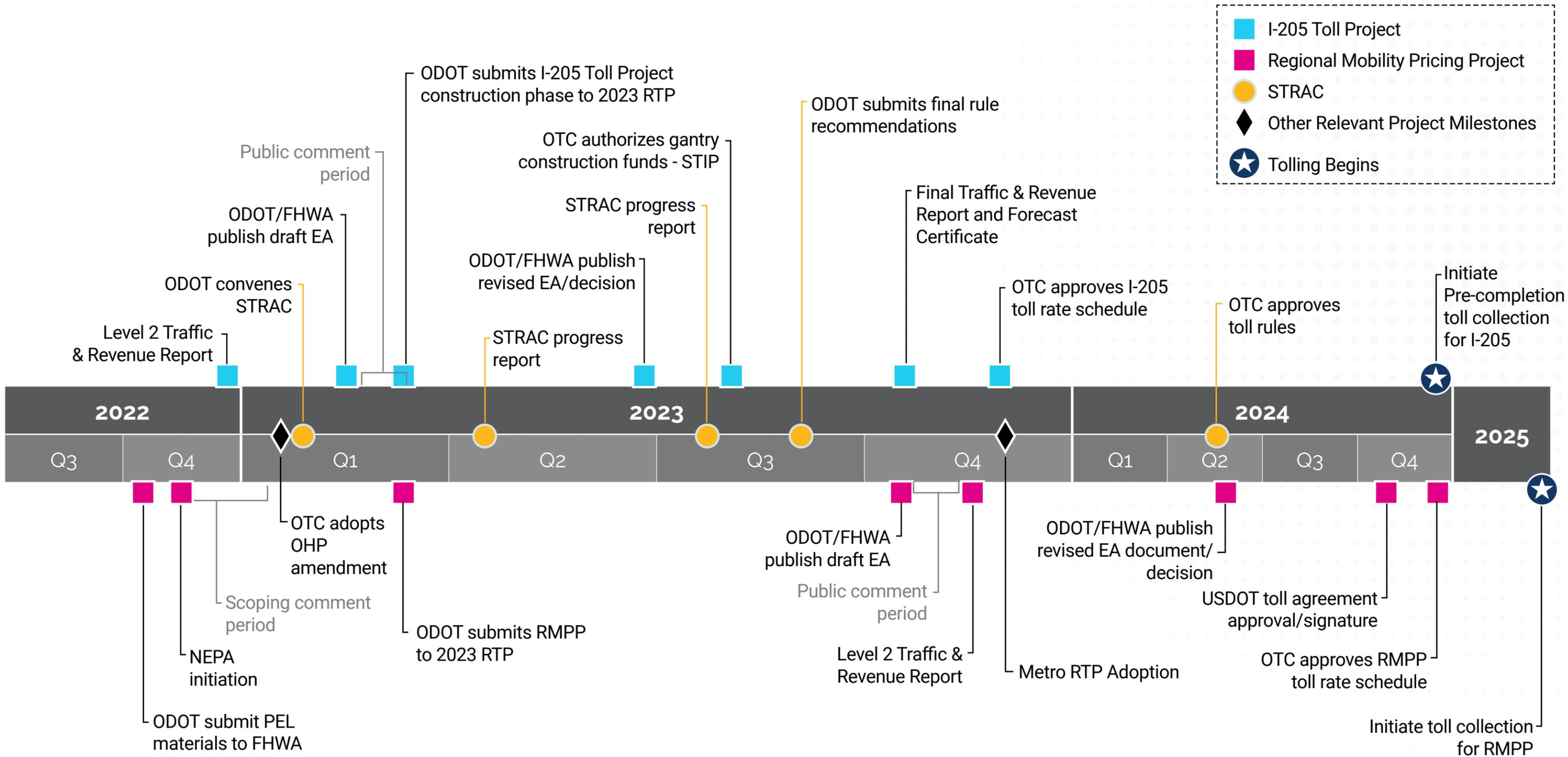
Tolling on I-205 needs to begin to maintain the construction schedule and provide travel and safety benefits to the traveling public. Some members of the committee encourage seeking additional funding for a portion of the I-205 construction, with the hope that the start of pre-completion tolling of I-205 could be delayed. ODOT and agency partners should continue their ongoing efforts to secure additional funding so that RMPP and I-205 tolling could start at roughly similar times and ensure that all mitigation commitments are funded.

Additional member feedback voiced:

- Concern with accelerating RMPP to close the implementation gap and not looking at other options, such as delaying I-205 Toll Project to align with RMPP.
- Concern with speed of project development considering 2023 Legislature conversations related to tolling.
- Concern with not doing enough to close the implementation gap between RMPP and the I-205 Toll Project.

Attachments:

Oregon Toll Program schedule, dated Jan. 20, 2023



ACRONYMS

EA Environmental Assessment
FHWA Federal Highway Administration
NEPA National Environmental Policy Act
ODOT Oregon Department of Transportation

OHP Oregon Highway Plan
OTC Oregon Transportation Commission
PEL Planning and Environment Linkages
RMPP Regional Mobility Pricing Project

RTP Regional Transportation Plan
STIP State Transportation Improvement Program
STRAC Statewide Rulemaking Advisory Committee
USDOT United States Department of Transportation

Meeting Summary

Subject	Regional Toll Advisory Committee Meeting #5
Date and Time	February 27, 2023 / 9:00-11:30 a.m.
Location	Hybrid: Billy Frank Jr. Conference Center at Ecotrust and online via Zoom

Attendee	Organization / Role	Attendance
RTAC MEMBERS		
Michelle Belkot	Clark County	Virtual
Frank Bubenik	City of Tualatin	Virtual
Shawn Donaghy	C-TRAN (Washington business)	Virtual
Nafisa Fai	Washington County	Virtual
Carley Francis	Washington State Dept. of Transportation	Virtual
Sarah Iannarone	The Street Trust	Virtual
Jon Isaacs	Portland Business Alliance	Virtual
Jana Jarvis	Oregon Trucking Associations	Virtual
Susheela Jayapal	Multnomah County	Virtual
Katherine Kelly (alternate to Anne McEnery-Ogle)	City of Vancouver	Virtual
Keith Lynch	FHWA (ex officio)	Virtual
Mingus Mapps	City of Portland	Virtual
Willy Myers	Columbia Pacific Building Trades Council	Virtual
Whitney Mosback	Cowlitz Indian Tribe	Virtual
James Paulson	EMAC Liaison	Virtual
Lynn Peterson	Metro	Virtual
Matt Ransom	SW Washington Regional Transportation Council	Virtual
Curtis Robinhold	Port of Portland	Virtual
Paul Savas	Clackamas County	Virtual
JC Vannatta	TriMet	Virtual
Julie Wilcke Pilmer	Ride Connection	Virtual
Kasi Woidyla	Virginia Garcia Memorial Health Center	Virtual
Travis Brouwer	ODOT Assistant Director, Acting Chair	Virtual
David Kim	RTAC facilitator	Virtual
Della Mosier	ODOT, Urban Mobility Office (ex officio)	Virtual
PROJECT TEAM		
Mandy Putney	ODOT, Presenter	Virtual
Daniel Porter	ODOT, Presenter	Virtual
Brent Baker	Project team, Presenter	Virtual
Nicole McDermott	Project team, Presenter	Virtual
Kirsten Beale	Committee coordinator	Virtual
Anne Pressentin	Project team	Virtual

Meeting Summary

RTAC Meeting #5 / February 27, 2022

Attendee	Organization / Role	Attendance
Jodi Mescher	Notetaker	Virtual
Nick Fazio	Zoom host	Virtual
Logan Cullums	Zoom support	Virtual

1 Welcome and Agenda Review

David Kim, facilitator, welcomed the attendees, including news members Michelle Belkot and Susheela Jayapal, who replaced departing members. He talked through the meeting agreements, logistics and objectives of the meeting. He reminded the audience that this is a public meeting. David facilitated a round of self-introductions for RTAC members.

Travis Brouwer, Acting Chair, provided opening remarks as Director Strickler was not able to attend. Travis said feedback received from members and a recording of the meeting will be provided to Director Strickler to review. Travis commented that the recent winter storm highlighted how much people rely on the region's multi-modal transportation systems and the importance of making sure that system is resilient and efficient to move people and goods around the region. He shared that the I-205 Toll Project released the Environmental Assessment (EA) on February 21, 2023 for the official public comment period.

Travis called attention to page 29 in the meeting packet materials that provides an overview of how stakeholder input has influenced ODOT's implementation of the direction from the Oregon legislation and the Oregon Transportation Commission (OTC).

2 RTAC Charge and Charter Update

David Kim led a discussion on adoption of the updated version of the committee charter. In January, RTAC members had questions about the timing for discussions on certain topics. David reviewed the RTAC work plan and topic schedule:

- Mitigation and monitoring: April – July 2023
- Allocation of toll revenue: Feb, summer – fall 2023
- Cooperative agreement: Late 2023

David noted that revisions to the charter were made based on suggestions at the last RTAC meeting and additional edits proposed by Commissioner Savas.

Discussion question: Can anyone not live with the edits as shown in the revised version of the charter?

- Commissioner Savas commented that there is nothing included in the charter about the duration of RTAC being extended. He added that he doesn't have any objection to the work plan or the timing of the work plan. Commissioner Savas commented that the charter should move forward with approval, however he reiterated his concern with the duration of the committee and said he would not give it his blessing.

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- Della Mosier responded that ODOT will continue to create and work with committees that will monitor the work plan and monitor mitigation efforts, possibly with a new subcommittee or task force. In addition, ODOT will continue to rely on EMAC for input on impacts to underserved or underrepresented communities and recommendations on the Low-Income Toll Program. After RTAC's work as a committee sunsets, there will be continued opportunities for engagement to monitor the tolling program over time.
- Commissioner Mapps commented that he will support the charter; however, he also has concerns about when the committee will sunset.
- President Peterson shared her concerns about the duration of the committee. She added that she has concerns that the charter doesn't include RTAC's role in how revenue allocation will be decided. She stated that she will support the charter, but she would like to have more discussions to answer questions about the toll program for the region in a participatory way.
- Mayor Bubenik suggested adding an item to the work in June or July to review the possibility of extending the duration of the committee.
- Whitney Mosback also shared her concerns about the duration of the committee.
- David commented that the charter is not intended to answer these programmatic questions, it is intended to be a process document.
- Travis said he appreciated the comments. ODOT recognizes the need to implement a monitoring program for the region. There is a commitment from ODOT to continue engagement efforts at JPACT and other tables to ensure the toll program is being implemented and monitored effectively.

There were no additional comments about the charter from RTAC members. The charter was approved.

3 Introduction to Toll Revenue Legal Framework

Daniel Porter, ODOT, discussed the authority behind the toll program and the legal and policy framework for toll revenue. Federal law provides the authority for tolling on interstates in limited circumstances. This includes Section 129 for construction and reconstruction and the Value Pricing Pilot Program for congestion reduction.

The Oregon Supreme Court has interpreted constitutional limits of the state highway fund to be used for projects or purposes within or adjacent to the highway, road, street or roadside rest area right-of-way that primarily and directly facilitate motorized vehicle travel. The Oregon Highway Plan (OHP) expands on this framework and specifies that toll revenue is statutorily limited to tollway projects, tollways, and related facilities (generally limited to the operation and use of the tollway itself).

- Commissioner Fai asked for clarification on how value pricing fits into the interpretation of congestion pricing.

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- Daniel responded that value pricing and congestion management both refer to applying a price to drive and using that price to manage congestion. Value pricing generally describes a set of pricing options about congestion management, and congestion pricing is one pricing option.
- Commissioner Fai asked when we will consider transit projects under Title 23 of federal regulations.
 - Daniel responded that toll revenue can be used for motor vehicle travel, which can include transit, lanes for to transit buses, and transit related facilities in the right of way. He said conversations about use of revenue have just started.
- Commissioner Fai asked if the use of the toll revenue will be limited to the project corridor.
 - Daniel responded that this policy question has not been decided yet, and referred to the Highway Plan Amendment which defines what a “corridor” is. He added that tolling has impacts beyond the “corridor”, especially when considering rerouting and diversion.

Note: The Oregon Highway Plan Goal 6 recently adopted language can be found at:
https://www.oregon.gov/odot/tolling/Documents/OHP_Goal_6_Policy.pdf

Section 6.8.B states that “corridor,” is defined as the immediate area of impact adjacent to the priced facility, generally within 1 mile or as defined through the project-specific analysis as being impacted by the project. Additionally the corridor is limited to facilities that generally move traffic in the same directions.

OR

A broader geographic area because of lack of adjacent/parallel facilities, such as around bridges and/or major geographic barriers (rivers, mountains, ravines, etc.).

Use of Revenue

6.11 Policy Utilize tolling or roadway pricing revenue within the project corridor

ORS 383.009(2)(j) states that moneys in the toll program fund may be used for improvements on the tollway, adjacent, connected and parallel highways to reduce congestion, improve safety and address impacts of diversion as a result of the tollway. Funds must be used within the project corridor as defined in Policy 6.8.B

- Commissioner Savas commented that he was told revenue could only fund capital improvements for transit but would not be able to fund operations and maintenance. He added that funding transit operations and maintenance is a critical point for the transit system.
 - Daniel commented that is important to consider the difference between light-rail and bus service because light-rail is not a part of the roadway.
 - President Peterson stated that she did not think Daniel’s comment about light-rail not being considered part of the roadway is accurate, and she said that Daniel did not have the correct understanding of how gas tax and vehicle registration money can be used for transit.

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- Daniel responded that there is not a clear-cut answer on how toll revenue for transit projects can be used despite the Oregon Constitution and OHP frameworks. Each project would be tested or evaluated to determine if the use of toll revenue is appropriate.
- To Commissioner Savas' point about the limitations of transit funding, Della added that the gas tax revenue is relegated in many ways. ODOT recognizes the importance of transit as a component of the tolling program and is addressing this issue through a complementary transit strategy with regional partners and transit agencies.
- Jana Jarvis commented that there is a history of case law about Oregon's highway trust fund and its allowable uses. She added that there is likely to be litigation around any new use of the fund that has not been historically accepted. Jana commented that other states have a variety of sources to fund the roads, but Oregon is limited to the highway trust fund, so the tolling project must operate within that narrow funding framework.
- President Peterson commented that the OHP is a policy, not a law, and continued that she wants to be clear about what the OTC can look at as it considers the tolling program. President Peterson also commented that ODOT has been a partner on the capital side of almost every light-rail project in the state. She stated that there is no difference between transit modes as long as is a capital project and there is clearly a nexus for funding the transit capital projects, either for bus or light rail. She noted that a lot of court cases have been lost trying to define that distinction between transit modes.
 - Travis commented that ODOT has been a partner in many light-rail projects but clarified that these projects have been supported from federal funds. There is a constitutional limit on gas tax funding and other sources for capital and operations of the transit modes, but ODOT has other funding sources and opportunities available. Whether or not toll revenues can go directly to funding transit operations and capital is a separate question. Travis added that ODOT will partner on transit with the complementary transit strategy.
 - President Peterson clarified that she did not bring transit operations into the conversation.
- Matt Ransom commented that the issue of funding and how net revenue from tolls will be spent appears to be the most significant issue that RTAC is tasked to discuss. He referred to the Minneapolis agreements included in the meeting packet as a helpful reference and suggested that the project team assemble case studies to consider how net revenue could be spent. Matt stated that he would be interested to know if net revenue could be spent on additional transit service for C-TRAN and on diversion impacts to a Title 23 facility in Clark County.

Brent Baker, project team, presented an overview of toll and revenue analysis (T&R). Toll T&R analysis is used to evaluate toll alternatives and their impacts on travel behavior and network traffic patterns, as well as to assess/balance revenue generation and traffic congestion reduction objectives. Brent also introduced toll operations costs and net toll revenue analysis. The gross toll revenue potential estimated from the T & R study is used as the basis for calculating the net toll revenue. Typical uses of net toll revenue include debt services, reserve account contributions, and pay-as-you-go capital uses. The order in which gross revenues pay operating expenses and net revenues would be defined in the Bond Trust

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Indenture, in the case of a toll project repaying a capital construction bond, or would be determined by the OTC.

Brent said a use that reduces net toll revenue will reduce toll funding capacity. Additional uses of funds downstream of debt service may reduce toll funding capacity less than upstream uses.

- Jana commented that Oregon is considering a different tolling structure than what has historically been implemented. Considering this new structure of all-lane tolling, she asked how certain ODOT is that there will be a dedicated funding stream to make bond payments, considering the experience of SR99 in Seattle.
 - Brent responded that ODOT is working through the financial analysis and investment-grade study to ensure that the tolling structure will be able to make bond payments. A more detailed financial assessment (Level 3 T&R) will occur in the future for the toll projects. This assessment will include an independent review of all inputs and assumptions to make sure that the estimates are reasonable and fiscally conservative. A credit-rating agency would then do their own sensitivity test of the level three assessment and consider that in making a credit rating and assuming toll revenues. Brent also discussed the debt-service coverage, which would require the net toll revenue to exceed the debt service payments.
- Commissioner Savas shared his concern that there is no commitment to set aside funding for diversion mitigation. He said that I-205 is not multi-modal, which might serve well for bond holders because drivers have no alternative, but that makes the program predatory in nature. He commented that if ODOT doesn't commit to setting aside money for other modes, Clackamas County would be sacrificing safety and the environment.
- Commissioner Mapps asked if the tolls would have more flexibility or different guidelines if the state implemented value pricing.
 - Brent reiterated that the Oregon Toll Program is considering congestion pricing to manage peak travel. Pricing a roadway always involves generating revenue and impacting demand; either of those two factors can be prioritized.
- Councilor Belkot asked how the gross toll revenues are estimated, what the estimated net revenues are, and if specific toll rates had been discussed.
 - Brent responded that regional travel demand models and corridor-specific operations models are used to predict traffic under a toll alternative. The analyses estimate the overall revenue and analyze the cost of operating and administering the program as well as the cost to maintain the infrastructure. The traffic study prepared for the I-205 Toll Project has information about the cost assumptions for one-way trips. The analysis shows that on the opening day for the I-205 Toll Project, 80% of the one-way tolls would be \$2.20 or less. Brent added that the cost assumptions for RMPP have not been discussed yet.

4 Recommendation: Closing the Implementation Gap

David discussed the draft memo addressed to Director Strickler that attempts to summarize RTAC's conversations on closing the implementation gap between the I-205 Toll Project and RMPP. The memo was included in the meeting materials.

Discussion question: Do you have any clarifying questions on the process to complete your recommendation to the Director? With the edits suggested, can we call it final?

- Commissioner Savas commented that RTAC was initially charged to help close the gap between the I-205 Toll Project and RMPP, and now ODOT has changed the framework to accelerating RMPP rather than looking at other options. He added that he has concerns about how much information is missing from the EA and is concerned that there is not adequate time to be thoughtful in the approach.
 - Della responded that the I-205 Improvements Project and work on Abernethy Bridge was agreed upon by the Metro JPACT committee and Metro Council to proceed with construction. The project is important to construct a seismically resilient bridge because it is a critical path in the region across the Willamette River. The timing for that I-205 Improvements Project holds ODOT to the schedule for the I-205 Toll Project to bring tolling online to pay for the necessary improvements.
 - Della added that for RMPP, ODOT has engaged with regional partners over the last two years in advance of the NEPA process. Federal partners have allowed ODOT to conduct a preliminary environmental linkages (PEL) study for two years to set up the NEPA process to reflect the input received to date. The PEL study has informed the purpose and needs of RMPP and will allow the project to move forward with informed consent. ODOT is looking to RTAC for recommendations on how to accelerate the process in a way that continues to provide input from partners.
- Commissioner Mapps voiced his concern about the quick timeline of the project. He asked about the discussions between ODOT and the legislature about how to implement tolling.
 - David responded that tolling is needed to keep I-205 Improvements on schedule. If the I-205 Toll Project is delayed, the seismic improvements along that corridor will be delayed.
 - Travis commented that every legislative session since HB 2017 has seen bills introduced that would limit or prohibit tolling, so there has been a lot of conversations between the legislature and ODOT on tolling. ODOT is continuing to follow the current direction from legislation to implement tolling as part of a larger funding strategy.
 - Commissioner Mapps said that it seems incompatible to move forward quickly with the tolling projects as the legislature is actively providing feedback on the tolling framework.

- President Peterson shared that she has concerns with the project not moving forward enough to close the implementation gap and align RMPP with the I-205 Toll Project. She would like to see more work done on closing the gap.
- David said that based on RTAC feedback, he understands that the draft memo with the edits discussed and is ready to move forward to Director Strickler.
 - There were no objections or further comments from the members; the memo is accepted.

5 I-205 Toll Project EA Overview

Nicole McDermott presented an update on the I-205 Toll Project Environmental Assessment and shared that the official public comment period is open. The Environmental Assessment includes the results of analysis about what would happen under “Build” (tolls implemented) and “No Build” (if nothing is done) alternatives. Comments received during the official comment period will be evaluated alongside the technical information and data studied by the project team.

Nicole shared an overview of the transportation analysis. Thirty-six of the 50 studied intersections analyzed are not impacted in the Build alternative and 14 intersections potential need mitigation. The project team is working on a monitoring plan framework to develop a schedule to routinely monitor and assess changes in traffic and safety patterns at various time scales and by mode, and to collaborate with partner agencies to achieve a comprehensive understanding of changes.

Nicole also reviewed how ODOT has incorporated input received to date. Since development of the toll projects began in earnest in 2020, there has been significant public outreach and engagement, including hundreds of briefings and thousands of comments received through surveys and emails.

- Kasi Woidyla expressed concern that the EA content and resources are not accessible to a lot of people. She commented that the main website for the EA is available in multiple languages, but the embedded content, videos, survey, and the EA itself are only available in English.
 - Nicole responded that the fact sheet and comment form are being translated to other languages. The project team is working with a network of community liaisons that will conduct outreach in native languages in communities to provide an overview of the EA and share any concerns with ODOT. The project team is also conducting outreach with community-based organizations.
 - Anne Pressentin added that the auto-generated captions for the informational videos are currently available in other languages, and the project team is actively working on direct translations for captions. The survey, flyer, advertisements, and the factsheet are being translated. Additionally, the project team is actively seeking input on how to make webinars more accessible. Anne added that the project team works with community liaisons to share information in native languages as well.
 - Kasi asked if the translations would be available before the survey window begins.

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- The survey opened on February available 21 when the EA was released to the public.
- Commissioner Jayapal asked if there were toll rate assumptions that were used to study the mitigation impacts and asked how the toll rate assumptions for the I-205 Toll Project will align with future assumptions for RMPP.
 - Nicole responded that I-205 toll rate assumptions are included in the EA. She clarified that the toll rates for the I-205 Toll Project are separate from RMPP toll rates. The assumptions were used strictly for modeling and analysis; the OTC will ultimately set toll rates for both projects
 - Mandy added that the toll rate assumptions used for the I-205 EA were based on the need to manage congestion as well as to provide revenue for capital projects (I-205 Improvements Project). RMPP differs from I-205 Toll Project because RMPP objectives include managing vehicle miles traveled (VMT) and congestion, and there is not a specific capital project target associated with the project. The toll rate assumptions for RMPP will differ from the I-205 EA. She said the Statewide Toll Rulemaking Advisory Committee is tasked with providing input on the toll rates and the framework that will be recommended to the OTC. The investment grade analysis will be shared with the OTC to consider prior to rate setting.
- Commissioner Jayapal asked if the capital costs for mitigation efforts are included in the analysis and determining the toll rate assumptions for the EA.
 - Mandy replied that once a mitigation is confirmed and part of the project, ODOT is responsible for funding that mitigation with toll revenue or other sources. Final mitigation details, implementation schedules, and the funding approaches have not yet been determined.
- Sarah Iannarone commented that the EA public comment period should be extended to no less than 60 days to allow more time for engagement. She continued that the comment period should begin when all translated materials are available. Sarah commented that best practices in community engagement include paying people for their time to increase the personal benefits for people sharing their feedback.
- Commissioner Savas commented that the EA public comment period should be extended to 90 days.
- Commissioner Savas shared his concern that the base year for studying traffic conditions in the EA was 2015 instead of 2010. He commented that the diversion conditions on local roads in 2015 were already at dangerous levels during peak hours and diversion impacts from tolling on I-205 will increase diversion on local roads beyond peak hours. He continued to say that using 2015 as a base year for the EA skewed the analysis and was a major problem for adequately mitigating diversion. He commented that the study period for the traffic analysis was 2015 to 2027.
 - Mandy responded that the analysis for mitigation in the EA considers the future conditions in 2045 rather than comparing conditions to a base year. Compliant with the National Environmental Policy Act process, the EA compares future scenarios of a Build Alternative (implementing the I-205 Toll Project) to a No Build Alternative (not implementing the I-205 Toll Project). The analysis

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considers congestion and traffic patterns on I-205 as well as the local system. Details on the analysis are included in the EA document.

- President Peterson commented that the 45-day public comment period should be extended. She said that there is a public call for a 90-day comment period and said that she agrees with Sarah's request for a 60-day comment period with a new start date once all translated materials are available.
- President Peterson asked how the performance metrics in the EA for the environment, equity, and existing road system performance will be used to assess the different alternatives and mitigation efforts. She commented that the performance metrics should be part of the NEPA process so the project has a base-level moving forward to monitor.
 - Nicole responded that the performance metrics will apply to the monitoring plan. The details of the monitoring plan are still being determined and will be discussed further with RTAC in future meetings.
 - Mandy added that there are equity performance measures in the EA document. ODOT has received substantial input from EMAC and community liaisons to determine access points to measure community services and travel. Nicole added that equity performance measures are included in the Social and Community Resources and Environmental Justice sections of the EA.
 - President Peterson followed up to ask if the project is still working to include the NEPA process into the monitoring plan and that the NEPA and monitoring plan include the same information to ensure the monitoring plan is comprehensive.
 - Mandy confirmed.
- Councilor Belkot commented that the public comment period should be extended to 90 days. She also voiced her concerns about the emissions that diversion will create on local roads.
 - Nicole shared that emissions on highways and local roads were considered in the EA. The EA found overall emissions reductions in the Build Alternative compared to the No Build alternative.
- Della commented that a typical EA public comment period is 30 days. ODOT has already extended the comment period beyond best-practices to 45 days to allow the public more time to provide feedback. She added that ODOT has been working with local agency partners and public stakeholders before the EA release to increase public engagement. She also noted that the transportation technical report (a basis for the EA) has been available to the public for several months. ODOT feels confident that a 45-day public comment period is appropriate. ODOT will continue the conversation about the public comment period with FWHA based on RTAC member comments.

Note: In response to formal requests from Participating Agencies and RTAC comments to extend the comment period, ODOT proposed to FHWA Oregon Division to extend the commented period on the I-205 Toll Project EA by 15 days (from 45 days to 60 days total). On March 2, 2023, FHWA approved a 15-day extension for the purpose of giving partners and the public more time to review the EA and technical materials. The comment period will now end on April 21, 2023, instead of April 7, 2023.

6 Public Comment

Two individuals joined online to share public comment.

- John Lee, Clark County, commented that the charter language was changed from “relieve” traffic to “manage” traffic. The people do not want the government to manage them, they want traffic relief, but this change in language eliminates that possibility. He asked how ODOT can manage or mitigate vehicles diverted to local roads. He said the Value Pricing Program estimated 130,000 vehicles would divert onto side roads; that increases safety risks to homeowners, children, and schools, and reduces the quality of life in the impacted neighborhoods. John commented that there will not be enough money to mitigate diversion impacts in neighborhoods. He referred to the tolling system in Washington which has failed to raise enough revenue over three years. Oregon is trying something that is untested, and the people don’t want it. He said that if ODOT cares about what the people want, tolling would be put to a vote. The people want a vote before tolls are imposed on any roadway. He concluded by saying that this process is a kabuki theater where RTAC only pretends to listen to people.
- John McCabe commented on the EA document. He stated that analysis includes that traffic will be able to travel 7 minutes faster over 7 miles, which is a 60 miles-per-hour increase even though the posted speed is 55 miles-per-hour. Mr. McCabe commented that this is a mistake and that indicates there are other mistakes in the EA and therefore it should be re-done. He also commented that the EA public hearing should be held in person for people to attend and hear what others are saying. A virtual public hearing creates barriers for people without internet or access to technology. He added that the public has been told that tolling will occur at all hours over the next 30 years on I-205. He state that until these issues have been addressed, the project should not move forward.

7 Committee Report-Outs

James Paulson, EMAC liaison, shared the EMAC foundational statements which guide the committees work in discussing how toll funds will or will not impact communities. The next EMAC meeting will be on April 5, 2023.

Commissioner Fai, STRAC liaison, provided an update on discussions at the previous two STRAC meetings. A key discussion that came out of the last meeting focused on the customer interaction and best practices of how people will interact with the tolling systems as well as the use of transponders and license plates to collect tolls. ODOT has decided to provide transponders free to all customers. ODOT is working to ensure the transponders will be compatible with other tolling systems used by the freight truck industry. Commissioner Fai shared that there has been confusion around the policy question of why the

facilities are being tolled at all hours or if the tolls will be a scheduled series for congestion management. She suggested providing a sample schedule so the public can feel more comfortable with the model. Commissioner Fai commented that the STRAC doesn't have the details yet to understand what a low-cost administrative program for the toll collection could look like.

8 Next Steps and Close Out

Travis Brouwer provided closing reflections. He thanked RTAC members for their comments during the meeting. He added that ODOT doesn't have all the answers yet, but these continuing conversations will create better answers with local expertise.

The next RTAC meeting will be Monday, April 24, 2023.

9 Action Items

The project team heard requests for additional information during the meeting. Action items for the project team are:

- Consider adding an item to the work in June or July to review Progress on committee work plan.
- Assemble case studies on use of toll revenue.
- Follow-up with RTAC members on requests to extend I-205 Toll Project Environmental Assessment comment period. (*Complete*)
- Follow-up with RTAC members with translated materials (*Complete*).

10 Meeting Chat Record from Zoom

08:57:27 From Anne Presentin to Hosts and panelists:

Good morning, everyone. We are doing some last minute sound checks and will get started shortly.

09:12:01 From Anne Presentin to Hosts and panelists:

Mayor Frank Bubenik: City of Tualatin

Shawn Donaghy: C-TRAN (Washington business)

Commissioner Nafisa Fai: Washington County

Carley Francis: Washington State Dept. of Transportation

Tribal Council Member Denise Harvey: Confederated Tribes of Grand Ronde

Sarah Iannarone: The Street Trust

Jon Isaacs: Portland Business Association

Jana Jarvis: Oregon Trucking Associations

Katherine Kelly: City of Vancouver

Keith Lynch: FHWA (ex officio)

Commissioner Mingus Mapps: City of Portland

Council Secretary Whitney Mosback: Cowlitz Indian Tribe

Willy Myers: Columbia Pacific Building Trades Council

James Paulson: Workforce, Inc. (EMAC Liaison)

Meeting Summary

RTAC Meeting #5 / February 27, 2022

Council President Lynn Peterson: Metro
Matt Ransom: SW Washington Regional Transportation Council
Curtis Robinhold: Port of Portland
Commissioner Paul Savas: Clackamas County
JC Vannatta: TriMet
Julie Wilcke Pilmer: Ride Connection
Kasi Woidyla: Virginia Garcia Memorial Health Center
Della Mosier: ODOT, Urban Mobility Office (ex officio)
Travis Brouwer: ODOT Assistant Director, Acting Chair

- 10:24:39 From Michelle Belkot to Hosts and panelists:
How are gross toll revenues estimated? What are toll costs? What is the estimated net revenues?
- 10:34:34 From Anne Presentin to Hosts and panelists:
Page 25 of the packet sent this morning if you are trying to find it.
- 10:44:09 From Sarah Iannarone (she/her) | The Street Trust to Hosts and panelists:
SB 933 is noteworthy among those introduced last week, "Prohibits Oregon Transportation Commission from establishing toll on Interstate 205 or Interstate 5"
<https://olis.oregonlegislature.gov/liz/2023R1/Measures/Overview/SB933>
- 10:51:25 From Anne Presentin to Hosts and panelists:
Here the website to watch the rest of the videos and read the full EA.
<https://www.oregon.gov/odot/tolling/Pages/I-205-Toll-Project-Environmental-Assessment.aspx>
- 11:05:27 From Jon Isaacs (he/him) to Hosts and panelists:
All - I informed the staff I would need to depart at 11am today for another meeting. Thank you for the informative meeting.
- 11:13:55 From Kasi Woidyla to Hosts and panelists:
yes Sarah! 100%
- 11:14:21 From Sarah Iannarone (she/her) | The Street Trust to Hosts and panelists:
(90 days is OK with The Street Trust)
- 11:20:59 From Susheela Jayapal to Hosts and panelists:
Want to add my support for extending the comment period.
- 11:26:22 From Kasi Woidyla to Hosts and panelists:
What is the ETA for the translations to all be available? It does not seem logical to start the clock on a feedback time period until everyone has equal access to the information and while the report has been available for "several months", it has only been in English, which excludes the very group of people that have historically been disenfranchised from these processes.
- 11:27:53 From Sarah Iannarone (she/her) | The Street Trust to Hosts and panelists:
+1 to Kasi's comment about not starting the comment period clock until materials are available in multiple languages
- 11:30:32 From Sarah Iannarone (she/her) | The Street Trust to Hosts and panelists:
We are grateful for the years of diligent work that EMAC has put into ensuring equitable implementation of tolling in our region - thank you, James.
- 11:37:24 From Sarah Iannarone (she/her) | The Street Trust to Hosts and panelists:
Very helpful, thank you for the update and for serving on STRAC, Commissioner Fai.
- 11:41:33 From Lynn Peterson to Hosts and panelists:
There was also a ask for an extension

11 Written Public Comment

For public comments sent before the meeting, see attached.

Regional Toll Advisory Committee Meeting 5 Public Comments

Below are the comments received in the Oregon Tolling email inbox directed to the RTAC. Some comments were inadvertently left out of the packet for Meeting 4 on Jan. 23, 2023. They are included here, along with other comments received two business days before the meeting (11 a.m. on Thursday, Feb. 23.) A total of 13 comments are included in this packet.

Date received	1/6/2023
Source	Email
From	Gary Walker
Subject	RTAC Public Comment

I understand members of the public may write to this site with their comments about the proposed ODOT tolling initiative until midnight tonight.

I am writing to add my voice to those who believe such a toll set up would massively damage those who are least able to pay. As you must know, the huge bedroom communities of Canby and Woodburn, of Albany and Aloha, provide workers for much of Portland's commercial enterprises, and they would be most affected by a \$10 toll (\$5 each way, I understand). I think this is very short-sighted. The cost of setting up the electronic tagging system alone is staggering, so how long will it be in place before that is paid for?

Tolls do NOT cut down on traffic and congestion, as many more people will be taking the back roads to avoid the tolls, and the congestion is already great there at rush hour since people's GPS systems direct them around back-ups and the increasing slowness of I-5 and 205 during rush hour.

Tolls are also a great burden for those who are on a fixed income and need to get into Wilsonville from Charbonneau for their basic grocery shopping. Who can justify \$10 to go buy groceries beyond the cost of running the car and gas?

Surely there are other ways to pay for what's needed? An annual tax on electric cars for road use would be one possibility (I have one and would be willing as it only seems fair). Encouraging more to go electric? Higher annual or biennial DEQ fees?

I am hoping there will NOT be tolls set up.. Having lived in a state (CT) with toll booths for 20 years which were then actually removed when their goals had been met was edifying. But the tolls electronically zapped between NYC and CT is a nightmare, and their roads are horrible, so how did that help? Please keep Oregon smartly out of this pot hole!

Date received	1/6/2023
Source	Email
From	Josh Vandenburg

Memorandum

RTAC Public Comment / October 24 – December 1, 2022

Subject	STRAC, RTAC, vote against toll roads
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I am writing to express my disinterest in toll roads being established in Oregon. They are a blatant attack on the financially unfortunate and will likely cause massive traffic congestion on other roads, negative environmental impact from idle cars, and will allow the government to unlawfully track vehicles. This bill needs to cease immediately.

Date received	1/6/2023
Source	Email
From	Gary & Marti Moody
Subject	Regional Toll Advisory Committee

WE STRONGLY DISAGREE WITH TOLLING OUR HIGHWAYS AND DO NOT WANT IT!!!! We live just off the abernathy bridge and will need to pay tolls every time we are on I205. This is wrong and unfair as we will have to pay tolls constantly. People living near I205 will have the greatest, and wrongful and unfair financial impact! I have read extensively the intent of this toll and it cannot and will not improve traffic flow. As for forcing people to side streets and neighborhoods to lessen congestion on I205 is an absurd proposal. There are no direct driving routes avoiding I205 due to the river. The alternate routes are no solution to reduced traffic on highways. In fact, it is plain wrong to try to convince us that it is!! The other suggestions are not an effective solution either. This appears to be just another tax revenue move that Oregon is FORCING on Oregonians, with no effective solution to help the actual problem.

There are many reasons that tolling is a bad idea. A few are the environmental impact from idling side street vehicles, toll prices, sun-setting of tolls, use of funds, tolling overhead, no free hours, no free lanes, and why only 1 small but expensive section of I-205 to start.

I have read alternative suggestions you have received that are better solutions to the traffic issue that don't require a toll. I am pleading that there is NO toll and that you insist truly improving the problem. Stop spending more and more money on a result that will not solve the problem. We all know that the budget for this project will have many overruns, take much longer than we're told, and in the end won't help anything. This state seems to have a belief system that if the issue just gets more money it will be fixed. Never has, never will, and as taxpayers we resent this tactic deeply. Stop forcing your opinions on us and actually be responsible with solutions that work. DON'T FOCE THIS ON US! WE DON'T WANT IT!

Thank you.
Listen to we the people, please!

Date received	1/7/2023
Source	Email
From	Stephen Lawson
Subject	RTAC Public Comment

I don't think that tolling on I-5 and 205 serves the intended purpose. Traffic passing through the Portland metropolitan area will continue to use these highways because there is no alternative. Local

Memorandum

RTAC Public Comment / October 24 – December 1, 2022

traffic may be discouraged from using these highways and simply bypass through residential streets in Portland as an alternative.

People aren't going to give up their cars because it's impractical to do so. You cannot shuttle kids around on a bicycle or carry groceries or go anywhere on a bike in the pouring rain or in snow. Public transportation is effective in some areas and for some purposes, but safety is also a concern.

The future is electric vehicles, not no or fewer vehicles. ODOT should do whatever is feasible to accommodate and welcome this future.

Date received	1/7/2023
Source	Email
From	Christopher Hale
Subject	RTAC public comment re: scoping for RMPP

I'm writing to comment on the plan for tolling and congestion pricing on I-5 and I-205. As it currently stands, there are multiple changes that must be made.

First, a bit of background to understand my perspective. I'm a full time ER doctor, who has witnessed first hand the human toll of our current climate crisis. Over the past few years, we have seen our ER flooded with people suffering from heat stroke during our record setting heat waves each summer. When yearly wildfire smoke chokes our air, patient's flood our ER in respiratory distress. This is especially devastating to our most vulnerable populations: children, the elderly, and the economically or historically disadvantaged. As our country warms, tropical diseases are already working their way north into our country. If climate change continues unabated, this will only worsen.

I am also the father of two small children, 4 and 5 years old. I lay awake at night, thinking of the future we are leaving for them. We have a critically narrow window of time in which to fend off the worst outcomes of the climate crisis. Every year that we put off the changes that must be made, and every project where we do not focus every effort on building a sustainable transportation system, we condemn our children and grandchildren to a grim future.

As a commitment to my children, we have made a pledge to do everything in our power to build a brighter future for them. As such, my wife and I bring our kids to and from school every day by bicycle. And I commute to and from work every day by bicycle, on a route that uses that relies on the I-205 multiuser path. Every day, I ride along side the many vehicles congesting this road. The only way to reduce congestion long term and build an equitable, sustainable transportation system is if we give these drivers other viable transportation options.

It is with this perspective that I see the potential for tolling and congestion pricing, but also see where the current plan falls short of what it must accomplish.

The primary purpose of the Regional Mobility Pricing Project should be to reduce vehicle miles traveled. This will help reduce congestion while simultaneously decreasing air pollution, vehicle related deaths, and combatting climate change.

The primary purpose of the RMPP should NOT be revenue, and that revenue should NOT be used to fund further roadway expansion. Doing so will only cause the well known phenomenon of induced demand, meaning that widening freeways leads to more people driving, which causes recurrent

Memorandum

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congestion, and an INCREASE in pollution, climate exacerbating carbon emissions, and increased deaths of pedestrians, bicyclists, and drivers.

Any revenue generated from tolling and congestion pricing should be used to fund safe, low-carbon multimodal transportation options, like increased and expanded train services, bus only lanes that allow buses to preferentially bypass congested personal vehicle lanes, infrastructure that allows increased bicycling and micro mobility options, and a plan that prioritizes safety of pedestrians over vehicles.

It is critical that all of the “Urban Mobility Strategy” projects and plans for tolling in the regional freeway system have a complete environmental analysis, including an Environmental Impact Statement.

ODOT should also develop a mechanism to exchange toll revenue for unrestricted federal dollars, in order to fund transit options and projects that do NOT involve expanding freeways for private motor vehicle use.

The travel time impacts shouldn't be assessed for only personal motor vehicle drivers. This is fundamentally unfair, especially for those of lesser means who may not be able to afford to own a car. They are already at an economic disadvantage, and it is an injustice to ignore the effect of the project on their commute by bus, trains, or other means.

Similarly, any project should include an analysis of the impacts to education, affordable housing, access to jobs, safety of pedestrians and bicyclists, air pollution, and other impacts on people living in underserved communities (racial minorities, those in poverty, etc).

As currently proposed, the RMMP does not even reflect the recommendations of ODOT's own Equitable and Mobility Advisory Committee (EMAC). EMAC should be involved in all discussions about the RMPP, in order to ensure revenue is administered equitably, and equitable outcomes.

If these changes are made, the plan for tolling and congestion pricing on I-205 and I-5 could become a critical component to our city's long term plans to build an equitable, sustainable, and model transportation system of the future. It will build a a future for our children and grandchildren where people have enhanced mobility, while also maximizing their health, safety, and happiness. Remember, YOUR children and grandchildren will look back at the decisions you make right now, and judge you for how they build their future. Do whatever is necessary to make their future a bright one.

Date received	1/20/2023
Source	Email
From	Sue Kalt
Subject	RTAC public comment

First I want to ask why you are bothering with all these meetings when you have already decided that you are going to have tolling. It is a done deal on your part to see how much more money you can squeeze out of us who are in the low middle income group

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Those subsidies you are going to give to lower income people will allow them to travel. Rich people regard that as pocket change. For those of us living as frugally as possible to keep the lights on in our house, we are the ones who will not be afford to go to work. This is disparate treatment UNFAIR treatment. It is a barrier to equitable access to roads we already paid for.

So stop pretending you want our input. You don't. You are tone deaf. You have made a unilateral decision and you really don't want to hear what we have to say about this ridiculous, yes, ridiculous process of road tolling.

First cut your own budgets --- because that is what we will have to do in order to drive to work run errands and go to appointments.

Those toll fees are HUGE. They will impact whether I will eat two meals per day or one meal per day. Yes I already eat only two meals per day and sometimes only one to keep my utilities -- you know those necessities like water, electricity, and heat.

These talking points you provide are pure fantasy

- * Drivers only pay for what they use.

Does that mean w have to pay that payroll transit tax? Gas taxes? and other fees waged against people who drive cars?

- * Tolls help traffic move more smoothly.

False. The problem is the number of population has increased. We have more people, hence more people on the roads. Traffic will also be redirected to residential streets causing problems. Any statistical projections over 5 years are bogus. ODOT on their site states by 2045 we will have severe problems. That is a 22 year projection. Those are worthless projections. This is a money grab where you want more money instead of cutting expenses in an over bloated department. Get rid of all the other taxes an fees we already pay. Be transparent where you show how we are being nickled and dimed to death --- list all the ways we already pay. List that payroll transit tax, the gas taxes, the car registration fees, and far more. Also, list the Federal funds you already receive.

- * Tolls provide a more reliable trip.

Another falsehoods --- where is your data to prove this subjective assertion? How do you define "reliable"? I will argue the least reliable form of transportation is that horrible thing you call Trimet and I have my own personal data, based on those unfortunate times when I had to take that horrible, unreliable and UNSAFE form of transit Yes, I was attacked on a Trimet bus and the transit police let the perpetrator walk away. Those buses are unsafe as is MAX. Tolling roads is not equitable as it is a barrier to access. What is equitable is to REMOVE barriers -- such as tolling.

- * Toll prices will not be a surprise.

Really? They are already a HUGE surprise. Variable fees are not consistent and the fact that you have a tiered system already shows the fallacy in your argument.

Also address how we will "pay" this TAX for the privilege of going to work so we can pay even more taxes

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Do we have to create an account? Will we be billed? IF so, if we will be billed, what additional fees are you going to assess on that? We all do not have smart phones --- I can't afford one. I don't do online bill pay. Can't afford the Internet.

So, how is that process going to manifest itself? I want hard figures -- transparency. All the fees need to be revealed in cold hard numbers. Accurate numbers, not this --- "oh it might be around this much. " No, give me the actual numbers.

Date received	1/24/2023
Source	Email
From	Aaron Dukes
Subject	Attn: Regional Toll Advisory Committee

I'm 100% against this concept... and somewhat alarmed that the legislature and ODOT seem to be moving ahead with this plan.

You can't treat transportation like a sin tax. Poor people, those who can't work from home, or those who are forced to commute from farther out because they can't afford the region's outrageous housing costs (and therefore don't have convenient public transit options), should not bear the brunt of this cost. If truck drivers, cabbies, trades people, and Uber drivers made six figure salaries, fine... but they don't. Look around next time you're on 205 and see who you're sharing the road with.

Why not target those who can afford to pay? Why can't we raise taxes on wealth, high income earners, and corporate profits? Corporations, both instate and out, are the most obvious source for this needed revenue. Why should a truck driver have to pay for access to passage while the corporations whose cargo he or she's hauling remain exempt? (I see endless caravans of WalMart, Amazon, and Fed-Ex trucks on 205. Why not tax them?)

And what happened to the transportation tax that passed a few years back? Every Oregonian is already paying an extra \$0.011 in transportation tax on hourly wages. Why not follow a similar path towards new funding? It would certainly be more fair. Why the move towards tolling?

Lastly, if the idea is to simply discourage car and truck traffic in general, that's a lofty goal... but please don't attempt to shift the associated costs onto working people who have few other options. If you live in a close-in, affluent neighborhood and you work downtown, public transportation might be a good option. But what about someone who lives 50, 70 or 100 miles away? What about someone who scrapes by with a trash-hauling business? Or a cabbie needing to make frequent runs to the airport? Or an Uber driver, barely making minimum wage, who has to explain to a fare that they now have to take "the long way" because their employer doesn't reimburse toll fees?

This is a regressive plan that punishes working class people disproportionately. Why is it that the first option for these revenue streams is always directed at POOR PEOPLE? Why can't these improvements be paid for by the people who can afford it? In many cases, these are the exact same people WHO PROFIT THE MOST FROM IT!

Let's get smart about this and come up with some other ideas... this one's a stinker.

Date received	2/16/2023
Source	Email

Memorandum

RTAC Public Comment / October 24 – December 1, 2022

From	Brenden Huey
Subject	RTAC Public Comment

I'm reaching out because it feels like ODOT is steamrolling ahead with their tolling plans which for a myriad reasons seems like it will hurt our community and neighborhoods rather than help.

By tolling all lanes it's going to push a lot of people on side streets which will make it congested and more dangerous for bikers and pedestrians alike, when deaths of pedestrians and bikers are already rising.

The tolls hurt low income individuals, especially the ones who are just above the 200% poverty threshold proposed or the ones who don't know how to apply for the discount.

There's few public transit options for those commuting up from I-5 in the Portland south metro so the only realistic option is to pay a bunch or take local side streets like Capital Highway to Barbur.

It disincentivizes people from traveling into the city, when Portland's downtown needs all the visitors it can get. Spend money on tolls or just stay home? For many, home will look like a better option.

It's really befuddling why tolling all lanes is the option ODOT is pushing for when states like Colorado have shown the benefits of a single tolled express lane to fund needed projects, reduce congestion, make roads safer, control traffic, and not be a regressive tax on the poor.

Date received	2/16/2023
Source	Email
From	Brian Gutowski
Subject	RTAC: Response to West Linn Tidings Article

On February 13, the West Linn Tidings posted an opinion article by Cam Gilmour that I believe requires a response from the Regional Toll Advisory Committee.

https://www.westlinntidings.com/opinion/opinion-legislature-needs-to-act-now-and-pause-odot-on-i-205-tolling/article_d5ec0dce-ce1c-5f12-8c76-0fc844cfa712.html

As a resident of West Linn, I do not believe the issues or concerns about our community have been adequately addressed and this opinion article states those concerns directly.

Date received	2/16/2023
Source	Email
From	Ken Sibelian
Subject	RTAC

Original email forwarded for response.

Please address these concerns and questions. Much time has been put into this PDF. Your response is critical to my understanding of this project, particularly the need.

When will you present this project to the voters? In all that I have read, I haven't seen when a vote will occur.

Project – goals & strategy:

The Oregon Dept. of Transportation (ODOT) is proposing implementation of traffic tolls to reduce traffic congestion on I-5 and I-205. ODOT has asked for public comment on the project. I offer these comments.

Goals:

The stated goals are two:

1. Primary goal is to reduce traffic congestion on I-205 by 5%.
2. A secondary goal is to raise revenue for infrastructure projects.

Subsidiary committees like the EMAC are suggesting yet more goals. I will address these additional considerations below.

Strategy:

The proposed plan is to implement a traffic toll on I-5 and I-205. Special devices will be installed on both Interstate highways that will identify, via license plate number, the passage of each vehicle. Payment of the toll will be charged to a pre-paid account affiliated with that license number. In the absence of such an account, an invoice will be sent to the owner of record for the license number. ODOT promises there will no manned tollbooths or other manual collection systems to cause traffic to slow to make payment.

Understandably, this early in the development of this project, a great many details have yet to be decided. Some obvious examples: selection of a contractor and an automated toll system, a set budget amount, and/or a project timeline.

However, implementing Oregon's first toll highway is a major change in a state that refuses to have a sales tax or legalize self-serve gasoline service in urban areas. Radical changes in the state's culture require a great deal of information that justifies such changes, and before those changes are implemented. Even then, the public may never accept those radical changes and find ways overt and covert to express their protest, especially if the public has no chance to vote. To date, ODOT has not provided that information. What is lacking is discussed below under Considerations.

Considerations:

Questions about the current traffic conditions on I-5 and I-205:

1. What are the current traffic load volumes, in particular, broken out by hours of the day for weekdays and weekends and holidays?
2. What are the traffic flow times measured either in travel time from I-205 & SE Sunnyside Road to the interchange at I-5 or some similar two points? Same question for traffic flow times on I-5 north and south of Portland city center.
3. Using the above numbers, what are ODOT's best estimates of how a 5% reduction in traffic loads would impact:
 - a. The traffic load volumes?
 - b. The traffic flow times?

Memorandum

RTAC Public Comment / October 24 – December 1, 2022

4. Will the tolls:
 - a. Apply to only privately owned vehicles?
 - b. Also apply to commercial trucks (anything from delivery vans to tractor-trailer rigs)?
 - c. Apply twice to a truck traveling through Portland (north to south or south to north), say from Salem to Vancouver (or vice versa)?
5. How much revenue does ODOT project from tolls? Specifically:
 - a. How much toll revenue will be collected *after* the 5% traffic reduction is achieved?
 - b. If ODOT sets a toll amount (e.g., \$3.00 per car trip) and that does not discourage enough commuters to achieve the 5% traffic reduction goal, will ODOT increase the toll repeatedly until the goal is achieved? Or, does ODOT have in mind a maximum toll fee above which they won't go?
 - c. Does ODOT have any projections showing what percentage of those travelling on I-205 will establish a pre-paid account versus how many will wait for a bill in the mail? Is there any concern that the pre-paid accounts will prove unpopular and that most travelers will wait for the bill in the mail?
6. Has ODOT done any surveys or other data gathering to indicate the start and end points of those traveling during commute hours morning and evening? For these times, use: 6:00 am to 9:00 am and 4:00 pm 7:00 pm. If not, how can ODOT be confident that instituting tolls will have the desired result? For example:
 - a. What if those surveys of start and end points reveal that there are *no* reasonable alternatives – neither mass transit nor surface streets/roads - to commuters using I-205 to get from where they live to where they work and back again?
 - b. Assume the tolls *do* reduce traffic loads by 5%: does ODOT have any ideas where the missing 5% of traffic goes? Or, is the assumption that tolls on I-205 will drive more commuters to mass transit?
 - c. If that is the assumption, what information does ODOT have that supports that assumption?
 - d. If that is not the assumption, does ODOT have any projections as to what surface streets might be impacted?
 - e. If the thought is that there will be financial assistance to lower income commuters, from where will that funding come? The state's general revenues? The tolls collected? If the latter, what does that do to toll revenue projections? Will that assistance undermine one of the two primary goals?
7. Similarly, has ODOT done any surveys or other data gathering that measures the commuting public, such as:
 - a. Who are the commuters in terms of what types of work they do?
 - b. What control, if any, do they have over when they have to commute, that is, their jobs require them to work set hours (8-5, 9-6, etc.)?
 - c. What are their income levels?
 - d. Is ODOT confident the commuters' hours worked and income levels won't result in lower income commuters paying most of the toll revenue?
 - e. Does ODOT have any sense of how many
8. ODOT states rather broadly there are, around the country, tolling systems that are similar to what is being proposed. Questions:
 - a. What systems? Specifically:
 - b. Are these systems in communities similar to the Portland metro area in things like demographics, commute traffic patterns, local economy?
 - c. Were they implemented on major routes (Interstate highways) traveling directly into city centers? Or, were they implemented on Interstate highways that are peripheral to the city center?
 - d. Were they the first toll highways implemented in those metro areas?
 - e. Did those metro areas have viable mass transit systems that could serve the commuters displaced by the tolls?

- f. When these systems were implemented, did the transportation officials have the same two goals: reduction in traffic loads and raising of revenue for infrastructure projects.
 - g. Did those systems meet their, exceed or fall short of their goals?
 9. Implementing a system of tolls on either I-5 or I-205 will require an expensive investment in scanning equipment on the roadways, revenue collection policies and procedures, public information campaigns, and a host of other expenses. Once these investments have been made, it will be difficult if not impossible for ODOT to recognize that the tolls system is a failure and discontinue it. Therefore:
 - a. What plans has ODOT made/considered to evaluate the system as it is implemented?
 - b. Has ODOT considered a pilot project either on either I-5 or I-205 or at some other location? If not, why not?
 10. At the beginning, under **Project – goals and strategy**, the existence of subsidiary committees was mentioned. In particular, the Equity and Mobility Advisory Committee is making a number of suggestions to ensure the tolls don't have an unfairly adverse impact on those who have lower incomes or other disadvantages. Has ODOT considered:
 - a. Toll on roads are fundamentally an engineering and revenue-gathering problem. They collect user fees from those who use the roads; they do not (and cannot) discriminate based upon the social standing or income level of the user.
 - b. ODOT may suggest establishing a system of income-based graduated fees or reimbursements. However, that raises the questions of:
 - i. What would the system of graduated fees look like? How would the brackets be defined, and how would they be adjusted if/when the primary fee be raised/lowered?
 - ii. How would people qualify for a graduated fee? How would they apply? How would their application be vetted?
 - c. Attempts to prevent tolls from adversely impacting low income people unfairly either are doomed to failure or will make the tolls system so complicated it will fail.
 11. ODOT's secondary goal is to raise excess funds (gross revenue – total expenses) to improve "infrastructure." It cites the Oregon Constitution concerning use or operation of motor vehicles as follows: "The Oregon Constitution (Article IX, Section 3a) specifies that revenues collected from the use or operation of motor vehicles is spent on roadway projects, which could include construction or reconstruction of travel lanes, as well as bicycle and pedestrian facilities or transit improvements in or along the roadway." From this, one supposes "infrastructure: means transportation-related projects, and excludes non-transportation expenditures for, say, new parks or new government office buildings. This raises questions:
 - a. Will toll revenues, net of expenses, be held in reserve funds to be allocated only to transportation-related projects?
 - b. Who will determine what projects qualify as "transportation-related"? ODOT officials? The state legislature?
 - c. Currently, under the constitutional provision cited, Oregon drivers endure the insult of their gas taxes being used for bike paths and walking paths, and mass transit.
 - i. While mass transit may take a few cars off the road, to the benefit of those drivers still on the roadways. No one seriously believes the few hardy souls who ride bikes or walk in Portland's lousy weather are contributing to any improvement in traffic congestion.
 - ii. Will revenues from road tolls be used for yet more bike paths & walking paths, adding injury to this insult?

Conclusion

A large number of questions are raised here, questions that can and should be addressed before any decisions are made as to implementing a system of tolls on I-5 and/or I-205. As noted above, the proposed system of tolls in I-5 and I-205 is a major change to the way people travel through and around the state's largest metropolitan area. It will be expensive to implement, and a major intrusion on every

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person who drives these routes, especially those who do so daily traveling to and from work. ODOT should proceed very cautiously with such a project, being especially careful about reining in the enthusiasms of government officials and state legislators for more revenue. A number of years ago, ODOT failed miserably trying to develop their own computer system for the Dept. of Motor Vehicles. Should ODOT proceed carefully, the tolls system could be an even greater public embarrassment in front of Oregon's single largest group of voters.

Date received	2/21/2023
Source	Email
From	Sue Kalt
Subject	RTAC Public Comment

Tolling is not going to solve anything. VARIABLE pricing? No -- I want a flat rate so I know how to budget, I don't have deep pockets and I need to count all my little shekels. This is a BARRIER to access to get to work. I can't even afford entertainment anymore and you think this will aid in congestion? Population increase is the problem. More people equals more congestion. Simple.

We don't get to choose our work hours
We don't get to choose our place of work
We need to work to survive -- no work, no food

Variable is just a money grab on your part. It is a more taxes levied on hard-working individuals

Tolls will increase already inflated prices on foods and other necessities. To think otherwise means you have not looked at the costs involved in pricing those goods and services. Call a plumber and now they will have to charge more because they have to pay tolls. This is a bad idea.

100 people on the road -- no congestion unless there are accidents
10,000 people on the same roads = congestion and add to that accidents.

TOLLS are only going to raise prices on goods and services and adversely affect those of us who count every penny in our budget . Use the money you already get and use it wisely. We have to do that with our budget; only fair that you do that with yours.

We already pay gas taxes, that usurious Transit Payroll TAX. This is just one more tax for a department that does not follow good fiscal responsibility

Also be transparent about how we will be billed for this -- for the privilege of going to work so we can give you more payroll transit taxes. This is pure evil. If we are charged for tolls do we still have to pay that usurious Payroll Transit TAX? You can't have it both ways. We are already being taxed to death.

Cut your budgets before grabbing more money from ours.

Date received	2/21/2023
Source	Email
From	Sue Kalt
Subject	RTAC Public Comment



Memorandum

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Not that my input will make any difference since you have already made this decision a long time ago and are just wasting our time and letting us think you want our input..

TOLLS will not decrease traffic jams -- our population is growing. More people = more traffic on the roads

TOLLS will only increase how much more money you get to waste on boondoggle projects. This is a money grab that puts a HUGE BARRIER to access. We need to get to work. Unless you want to pay me for staying home, I will be more than happy to stay home and not lose more money going to a job where you already take money out for that ridiculous TRANSIT PAYROLL tax. As they say, "I already gave at the office." So no thank you to this exclusionary practice of tolls. Some of us are disproportionately affected by this, like you really care.

This is an unfair tax.

Talk about how will we be assessed tolls. I will not give access to a bank account where you take my money out. That is a security and privacy issue.

TOLLS will not decrease the traffic flow. If you think that is so, then I want to know what funny weed you are smoking.

Call it what it really is - another tax to grab whatever money we have left.

Date received	2/22/2023
Source	Email
From	Linda Bright
Subject	RTAC Public Comment

Regarding plans for toll roads on I-5 and I205 in the Portland metro area:

I am a native to the Portland area, born and raised on the west side (Beaverton). I lived out of state up until 8 years ago; I lived in the metro areas of Salt Lake City, Minneapolis, Tucson, Oklahoma City, and Kansas City for a total of 25 years. I now reside in the I205 and Johnson Cr. Blvd. area, just outside of Portland city limits in unincorporated Clackamas County. I work as a healthcare provider in an outpatient clinic in Portland. I have absolutely no ability to change my travel times to work-- and the patients I see for rehabilitation for strokes and brain injuries come into the clinic for care when there are appointment times available (so they, too, have very little control over the time they come into the clinic for treatment). These patients and their families are usually out of work due to illness and the need to provide care to loved ones.

1. I am particularly concerned about tolls on I205 and I5 impacting low income and vulnerable people; and about the complicated process they may need to go through trying to get discounts on these tolls-- much of the time, the process to get discounts or reduced charges for various services or charges is so cumbersome that people do not have the time, energy, or understanding to utilize the benefit.
2. I am also concerned about the "surface" street congestion that will likely occur around the interstate toll corridors. These streets are already congested and dangerous for pedestrians and bikes.
3. My husband used to commute via bike along the I205 Multi Use Path from I205 and Johnson Cr. to Airport way. He stopped the bike commute due to unsafe conditions on this path,

temporary structures (with debris/trash) being put up along the path by homeless citizens that blocked or narrowed the path, and some of these citizens aggressively begging/pan-handling. Until the bike paths in the Portland-metro area are cleaned up and safe, it is extremely unrealistic (and unviable) to expect that creating toll roads will encourage citizens to use this alternative form of commuting.

4. Creating a system of taxing electronic vehicles seems like an additional way to create revenue (versus placing more burden on users of gasoline vehicles-- who are likely, on average, of lower income levels than e-vehicle operators-- where there is already a gas tax being paid). I propose that a new e-vehicle tax be added in addition to the new toll fees that will be paid by all road users; the burden of paying transportation taxes will be more evenly shared (and hopefully less regressive).
5. The Portland metro area has a very large percentage of vehicles using the road system from the state of Washington. These out of state vehicles are on the area roads for multiple reasons: avoidance of paying sales tax, avoidance of paying income tax, to access activities in our metro area such as entertainment, and many more. Capturing tolls from these out of state users, who add significantly to congestion in the Portland metro, is imperative to reaching the goal of 45 MPH or better travel; and it is a fair "usage tax" for the benefit of shopping, recreating, and working in Oregon while getting the benefits of living in Washington.
6. Clackamas County residents are at a greater disadvantage regarding the options for traveling by public transportation. There are little to no public transportation options along the I205 corridor in Clackamas County and unfortunately, the addition of light rail in this part of the metro area is not very likely for at least 10 years. Clackamas County residents are unduly penalized as compared to residents of Washington and Multnomah Counties due to the lack of public transportation options; because of this disparity, Clackamas County residents should be eligible for reduced toll charges.
7. Sadly, the Urban Growth Boundary has created some of this intense traffic congestion. Packing the population into such a small area may preserve some of the natural beauty outside of the area but creates issues leading to decreased livability within the boundary for some residents. I believe the plan for implementing tolls is part of this decreased livability by making the cost of living go up. The Portland metro already has a very high cost of living that prices many people out of the market of home ownership or affordable rent. There is an out-of-control homeless population that is evidence of this factor. Adding the burden of tolls to low and middle income families seems cruel and out of touch on the part of policy makers.